Flight
Intermediate
Jet
RI-01S
IFT/OFT

Mission

Radio Instruments

ORM

- **Operational Requirements / Limitations**
  - **Crew Rest / Crew Day / Work Week**
  - **Previous Flight Incomplete? Determine Graded Items.**
- **Human Factors**
  - **Life Stressors / External Factors / Personal Problems**
  - **Medical Status (Crew Day/Rest / Nourishment / Hydration)**

TTO

RI-01S

- **Who will call a TTO?**
- **What situations will the TTO be called?**
  - **Safety**
  - **Confusion / Misunderstanding**
- **IP Responsibilities**
  - **Recognize need for TTO**
  - **Explanation / Instruction as necessary**
  - **Documentation on ATF**
- **When and how will training resume?**

Route of Flight

RI-01S

The student is required to plan a practice DD-175 & JET LOG for a flight from NAS Meridian, MS (NMM) to NAS Jacksonville, FL (NIP) with Moody AFB, GA (GAD) as an alternate. This is for practice only, and the IP is to check all paper work for accuracy and completeness. Actual conduct of the hop and approaches to be flown are up to IP. The IP shall assign at least two or three radial intercepts & point to points en route to an initial approach fix. The SNA is advised during the RI lecture to contact the IP prior to the flight as to what approaches are to be flown. It is recommended to use approaches at any of the following: NMM, MEI, MGM, or MXF.

ADMIN

RI-01S

- **QOD**
  - NATOPS
  - EP
  - SOP
- Lost communications
- Minimum fuel/ Emergency fuel GCA

Conduct

RI-01S

Introduce

- **Complete DD-175 / Single-engine jet log**
- **Radial intercept**
  - **Double-the angle off the bow**
  - **30-degree angle of intercept**
  - **TACAN/VOR intercept (outbound, 45-degree)**
  - **After station passage intercept**
- **Point - to - Point**
- **VOR failure**
- **TACAN/ VOR DME arc**
- **Wind drift correction**
  - **Wind drift correction diagram**
  - **Wind drift correction procedures**
- **TACAN / VOR DME holding**
  - **Holding Entry**
  - **Holding**
- **Station Passage**
- **Climb Schedule**

Conduct

RI-01S

Practice:

- **Checklists**
- **Instrument communications**
- **ATC clearance**
- **ITO**
- **SID**
- **TACAN / VOR DME approach partial panel**
- **Missed approach**
- **ILS approach**

CNATRAINST 1542.159

RI-01S

Introduce:

a. Complete DD 175 with single-engine jet log
b. Radial intercept
c. Point-to-point
d. VOR failure
e. TACAN/VOR DME arc
f. Wind drift correction
g. TACAN/VOR DME holding
h. Station passage
i. Climb schedule

Practice:

a. Checklists
b. Instrument communications
c. ATC clearance
d. ITO
e. SID
f. TACAN/VOR DME approach partial panel
g. Missed approach
h. ILS approach

STANDARD DEBRIEFING FORMAT

RI-01S

- The Flight Lead or Pilot-in-Command is responsible for ensuring all flight or crewmembers are thoroughly debriefed on the conduct of the mission utilizing the “S-P-B-E-MS-LL” format outlined below. (Refer to the CTW-1/CTW-2 Expanding Debriefing Guide for specific objectives).

I. Safety
II. Planning
III. Brief
IV. Execution
V. Mission Success
VI. Lessons Learned